In addition, on the requests of the affected States, additional allocation of power from Central Pool (in addition to normal allocation) was made to the following drought affected States during July-August, 2009 as indicated below:-

| | | | |
|---|---|---|---|
| (a) | Punjab | - | 145 to 165 MW |
| (b) | Haryana | - | 145 to 165 MW |
| (c) | Uttar Pradesh | - | 45 to 100 MW |
| (d) | Bihar | - | 31 to 77 MW |
| (e) | Andhra Pradesh | - | 50 MW |
| (f) | Assam | - | 10 to 24 MW |

**Grading system in CBSE**

*34. SHRI SHANTARAM LAXMAN NAIK: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether grading system for examinations is proposed to be introduced at the Central Board of Secondary Education (CBSE) from 2010;

(b) whether any decision has been taken in this regard and the authorities vested with powers to take such decisions;

(c) whether any other Education Board has decided to introduce such grading system and if so, the names of such Boards;

(d) whether any comparative advantage of grading system with marks system has been assessed by his Ministry or Institutions attached to his Ministry or otherwise; and

(e) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI KAPIL SIBAL): (a) and (b) Yes, Sir. Central Board of Secondary Education (CBSE) has decided to introduce the grading system at secondary level for class X Board Examination, 2010, and also for continuous and comprehensive evaluation for class IX from the academic session 2009-10. CBSE is empowered to take such a decision.

(c) It is for the respective Education Boards to take decision on grading system on their own.

(d) and (e) National Policy on Education, 1986 (as revised in 1992) suggests that grades be used in place of marks. The National Seminar on Scaling and Grading organized by NCERT in July 1987, the Conference of Councils of Boards of Secondary Education held at Mysore in 1988, and the Conference of the Chairman and Secretaries of the Boards of School Education organized by NCERT in August, 1990 had also recommended use of grading system. National Curriculum Framework, 2005 mentions use of this. This is also in consonance with the best international practices. The grading system would have the following advantages:

i) It will minimize misclassification of students on the basis of unreliable marks.

ii) It eliminates unhealthy competition among high achievers.

iii) It reduces societal pressure and provides the learner with more flexibility.

iv) It leads to a focus on a better learning environment.

v) It prevents lowering of self-esteem of the child.

**Unmanned railway level crossings**

*35. DR. JANARDHAN WAGHMARE:
SHRIMATI SHOBHANA BHARTIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a speeding Gonda-Ayodhya passenger train rammed into a truck at an unmanned level crossing on 1st November, 2009 resulting in deaths of several persons;

(b) if so, whether a large number of unmanned railway level crossings still exist which are posing danger to the crossing vehicles, etc.;

(c) if so, the details thereof;

(d) whether Government had earlier given assurance that all unmanned railway level crossings would be either manned or electronic devices would be placed for controlling vehicles, etc.; and

(e) if so, the reasons for not following the earlier orders in this regard?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) Yes, Sir. On 01.11.2009 at 13.05 hrs., one truck loaded with sand dashed against engine of train No. 441 Up Gorakhpur-Ayodhya Passenger at Unmanned Level Crossing No.l5/C in block section Mankapur - Katra on Lucknow Division of North Eastern Railway. Although all warning signs at the level crossing were available and the Loco Pilot had continuously blown whistle before approaching the above unmanned level crossing, the accident occurred due to the negligence and rash driving by the truck driver. This unfortunate incident resulted into deaths of 18 persons, grievous injuries to 21 persons and simple injuries to 16 persons. Statutory inquiry is being conducted by Commissioner of Railway Safety, North Eastern Circle. Considering the gravity of the human suffering, the Ministry of Railways has announced an ex-gratia amount of Rs.5 lakhs to the next of the kin of each deceased, Rs.l lakh to each grievously injured and Rs. 10,000 to each simple injured.

(b) and (c) As on 01.04.2009, the number of unmanned level crossings on Indian Railways is 16976. Railways have laid down guidelines for manning of unmanned level crossings. All level crossings where Train Vehicle Units (TVUs) are more than 6000 and those level crossings having TVUs between 3000 and 6000 with restricted visibility of 800 metres or less qualify for manning. The unmanned level crossings qualifying the criteria for manning are being manned progressively on continuous basis.